

BookletChart™

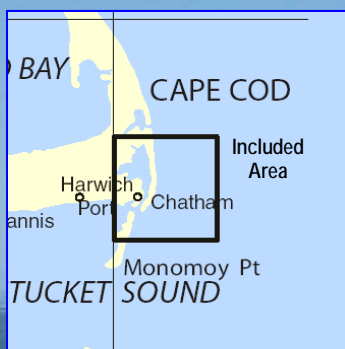
Chatham Harbor and Pleasant Bay

NOAA Chart 13248

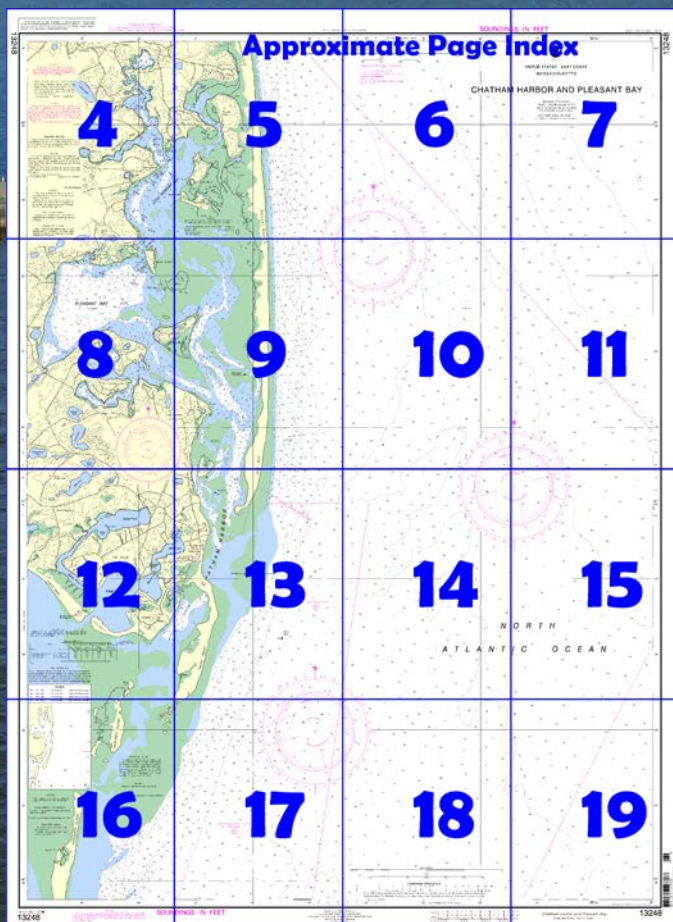


A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA**

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

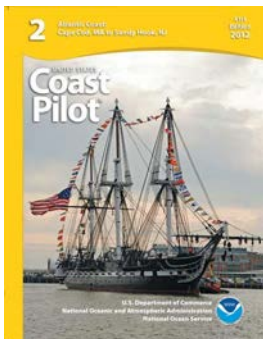
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=13248>.



(Selected Excerpts from Coast Pilot)

Chatham, about 11.5 miles southward of Nauset Beach Light, is on the west side of Chatham Harbor. A conspicuous standpipe with a red and white checkered band around the top is at 41°41'38"N., 69°58'30"W. **Chatham Light** (41°40'17"N., 69°57'01"W.), 80 feet above the water, is shown from a white conical tower on the west side of the harbor. **Chatham Coast Guard Station** is near Chatham Light.

Chatham Harbor can be entered east of

Chatham Light. Shoals are constantly shifting in the entrance and extreme caution is advised. Currents are extremely strong and dangerous; surf can build up quickly on the outer bar during an ebb tide. Ocean

waves carry into the harbor and reportedly break as far north as Tern Island. Anchoring and even mooring in much of Chatham Harbor is not recommended. Mariners unfamiliar with the area advised to stay east of **Chatham Beach Lighted Whistle Buoy C** (41°39'12"N., 69°55'30"W.). **Chatham Inlet Bar Guide Light** (41°40'18"N., 69°57'00"W.), 62 feet above the water, is shown from a white skeleton tower near Chatham Light. A white (with orange border) and diamond-shaped dayboard worded **ROUGH BAR** is on the light. The light will be activated when the seas exceed 2 feet in height and are considered hazardous for small boats. Small-boat operators are cautioned, however, that if the light is not flashing it is no guarantee that sea conditions are favorable.

About 2.7 miles south of Chatham Light, at what used to be the end of Nauset Beach, is a large area of shoals which extends southwestward to Monomoy Island. There is no marked channel through the shoals. Small vessels with local knowledge use the area with a smooth sea; strangers should avoid the area. These shoals are dangerous in thick weather and vessels in the vicinity should stay in depths of 8 fathoms or more.

The passage inside the barrier beach from Chatham Light to the head of navigation in **Orleans**, on the west side of Meeting House Pond, is about 7.9 miles long and used by small-craft. The passage, marked by private, seasonal buoys, leads northerly from the break through Chatham Harbor, Pleasant Bay, The Narrows, Little Pleasant Bay, and The River to Meeting House Pond. The channel requires local knowledge.

No-Discharge Zone.—The State of Massachusetts, with the approval of the Environmental Protection Agency, has established a No-Discharge Zone (NDZ) in the coastal waters of Pleasant Bay/Chatham Harbor. The NDZ includes the municipal waters of Chatham, Harwich, Brewster, and Orleans (see chart 13248 for limits).

Within the NDZ, discharge of sewage, whether treated or untreated, from all vessels is prohibited. Outside the NDZ, discharge of sewage is regulated by **40 CFR 140** (see chapter 2).

A boat basin is in **Aunt Lydia's Cove** between **Tern Island** and Chatham; a fish pier is in the basin. The area is subject to frequent changes.

Commercial fishing boats operate from the cove. The **harbormaster** can be contacted on VHF-FM channel 16.

Bassing Harbor, at the north end of Chatham Harbor, is the entrance to **Ryder Cove** and **Crows Pond**. A small-craft facility is on the south side of Ryder Cove, about 0.5 mile inside the entrance. A town launching ramp is close westward of the facility. Private seasonal aids mark the channel from Chatham Harbor to the town ramp. A 5 mph **speed limit** is enforced in the cove. A forklift at the facility can haul out craft to 25 feet. Gasoline, water, ice, marine supplies, moorings, and storage facilities are available; hull and engine repairs can be made. In 1981, a reported depth of 3 feet could be carried to the small-craft facility.

The Narrows is a passage between Sipson Island and the mainland and connects Pleasant Bay with Little Pleasant Bay. The passage is marked by private seasonal buoys.

Little Pleasant Bay extends about 1.5 miles northward to Barley Neck. A launching ramp is on the west bank of the entrance to **Paw Wah Pond** on the south side of **Namequoit Point**.

Namequoit River leads westward from the head of Little Pleasant Bay to **Areys Pond**. In 1981, depths of 2 feet were reported in Namequoit River, and the channel into the pond had depths of 3 feet. A small-craft facility on the north side of the pond has a 50-foot marine railway, a 2-ton crane, moorings, water, marine supplies, a launching ramp, and storage facilities; hull, rigging, and sail repairs can be made.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Boston

Commander

1st CG District

Boston, MA

(617) 223-8555

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



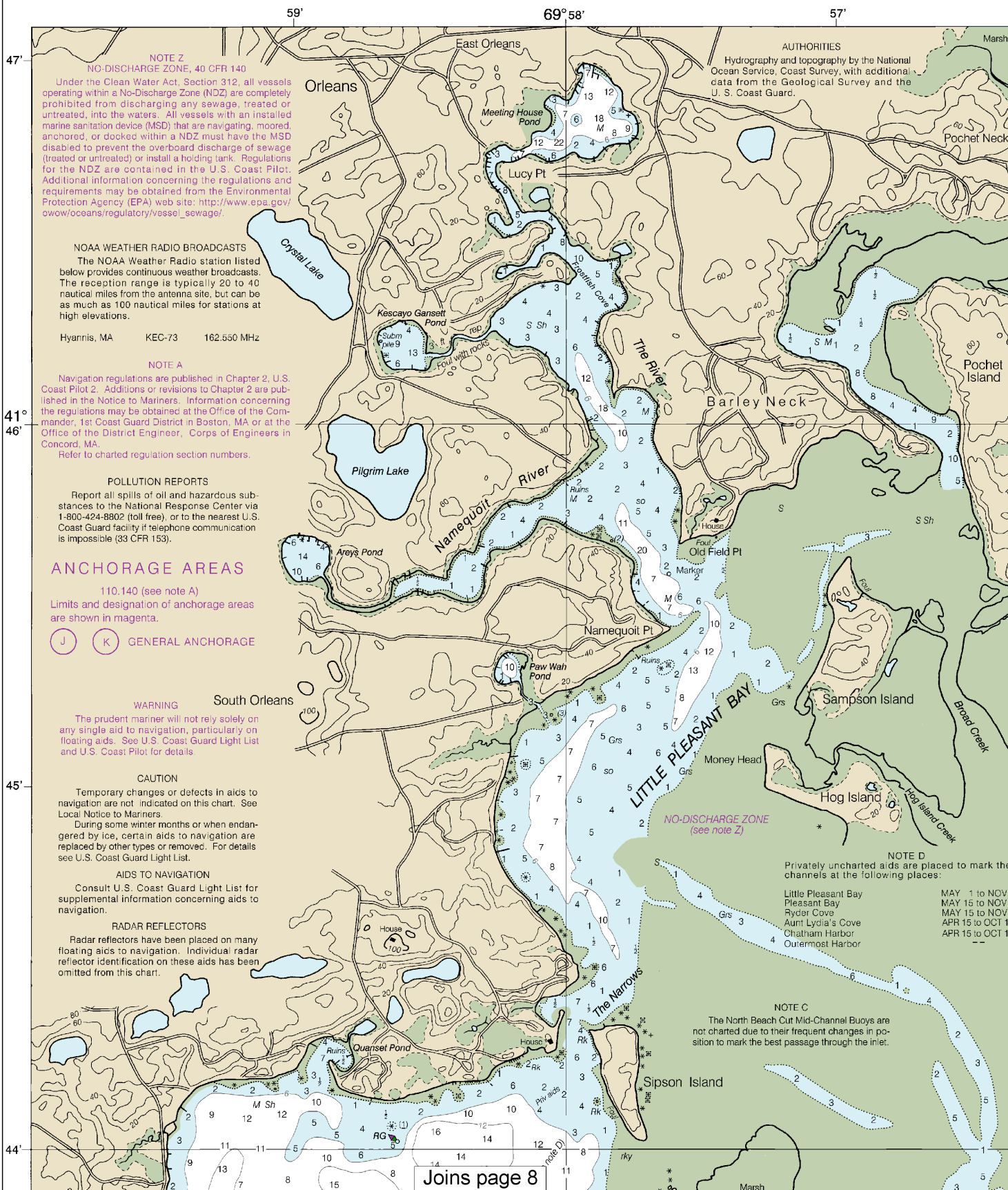
For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

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NOAA encourages users to submit inquiries, discrepancies or comments about this chart at <http://www.nauticalcharts.noaa.gov/staff/contact.htm>.

COLREGS, 80.145 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.



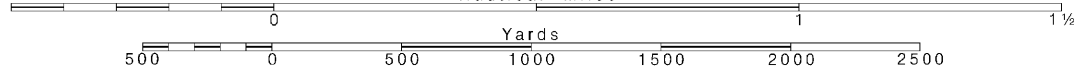
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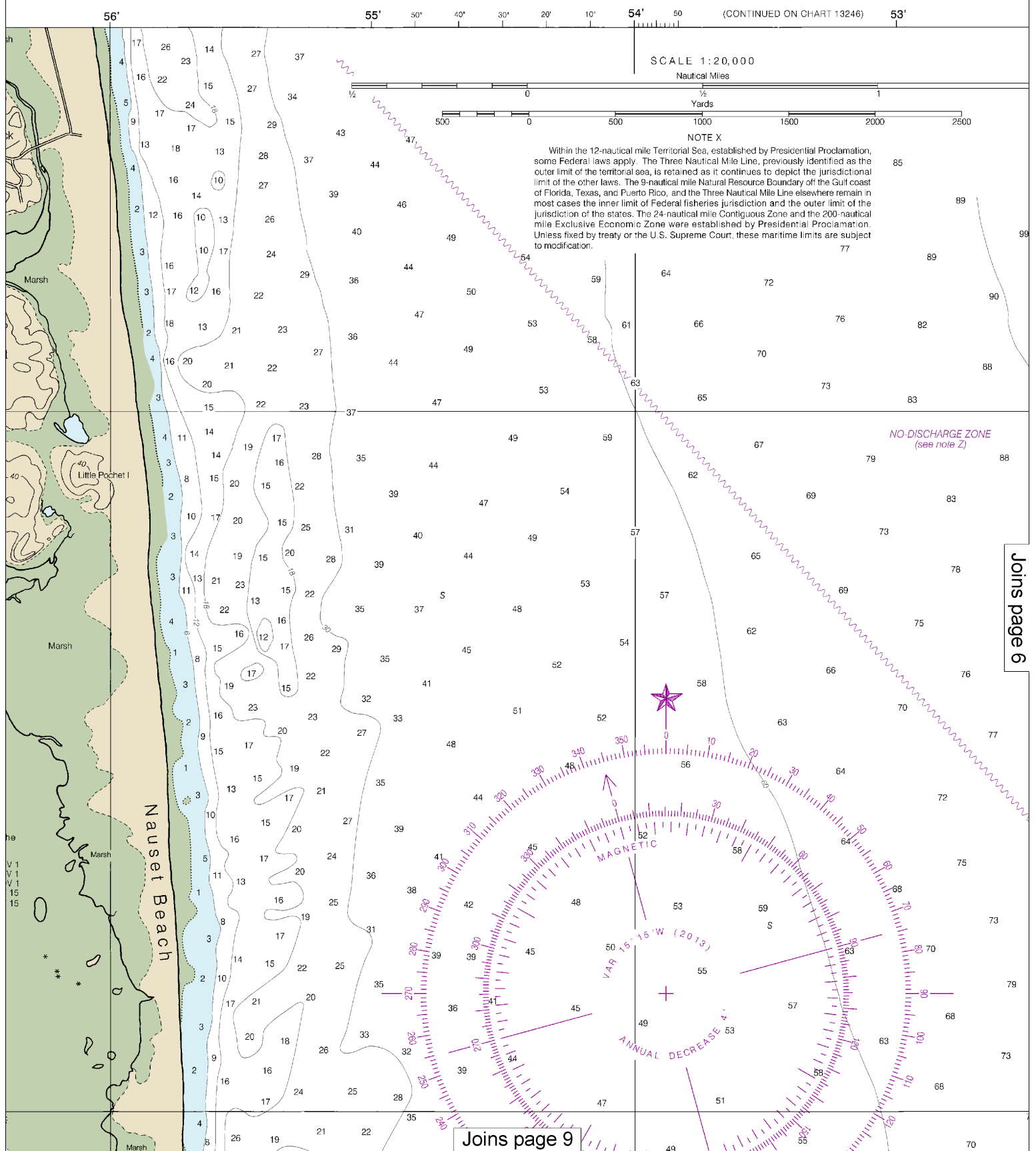
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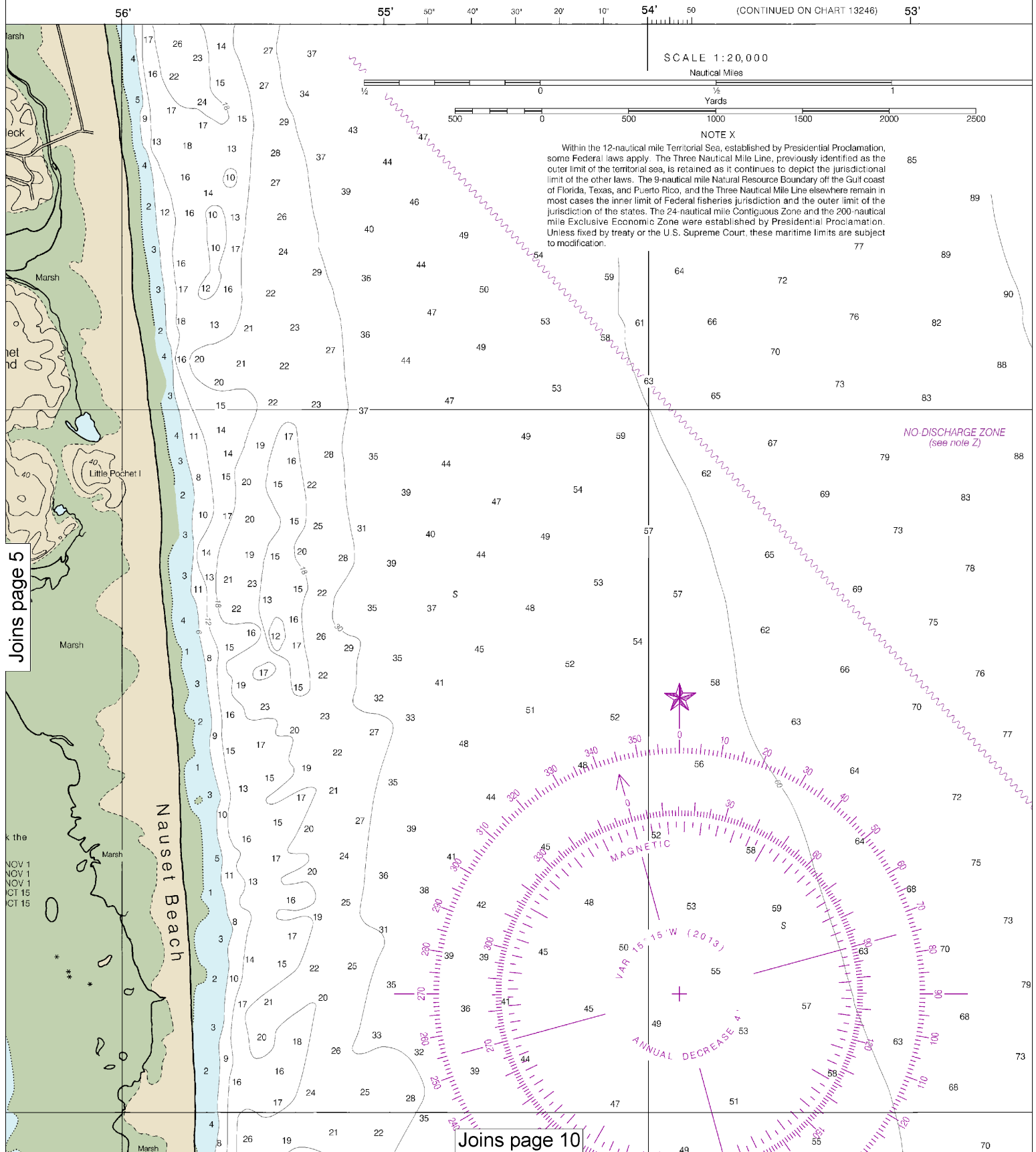
SCALE 1:20,000
Nautical Miles

See Note on page 5.





This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:26666. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



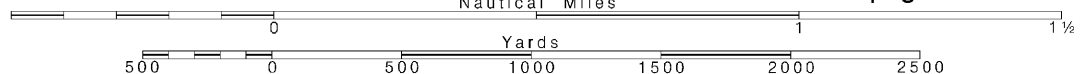
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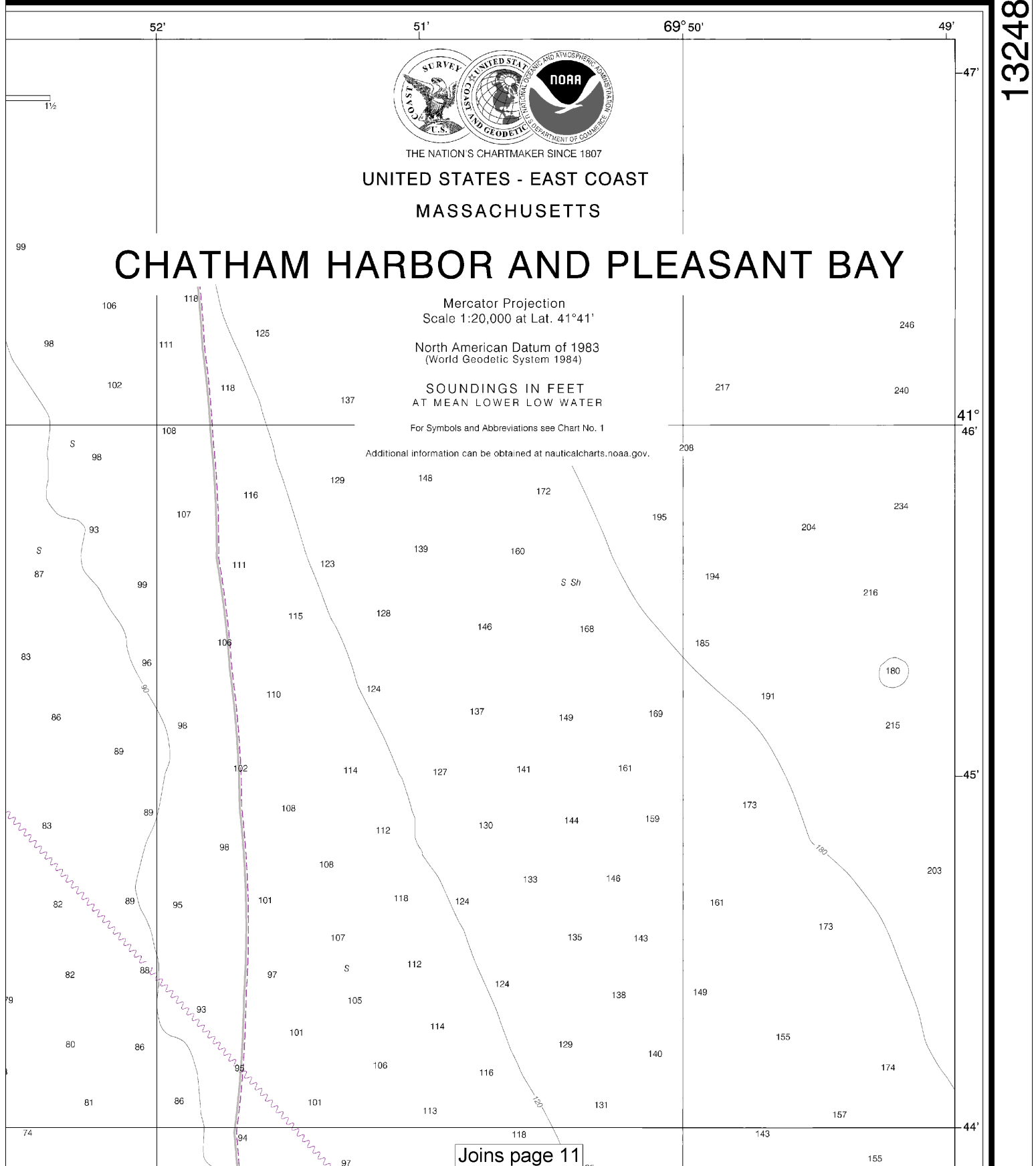
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Printed at reduced scale.

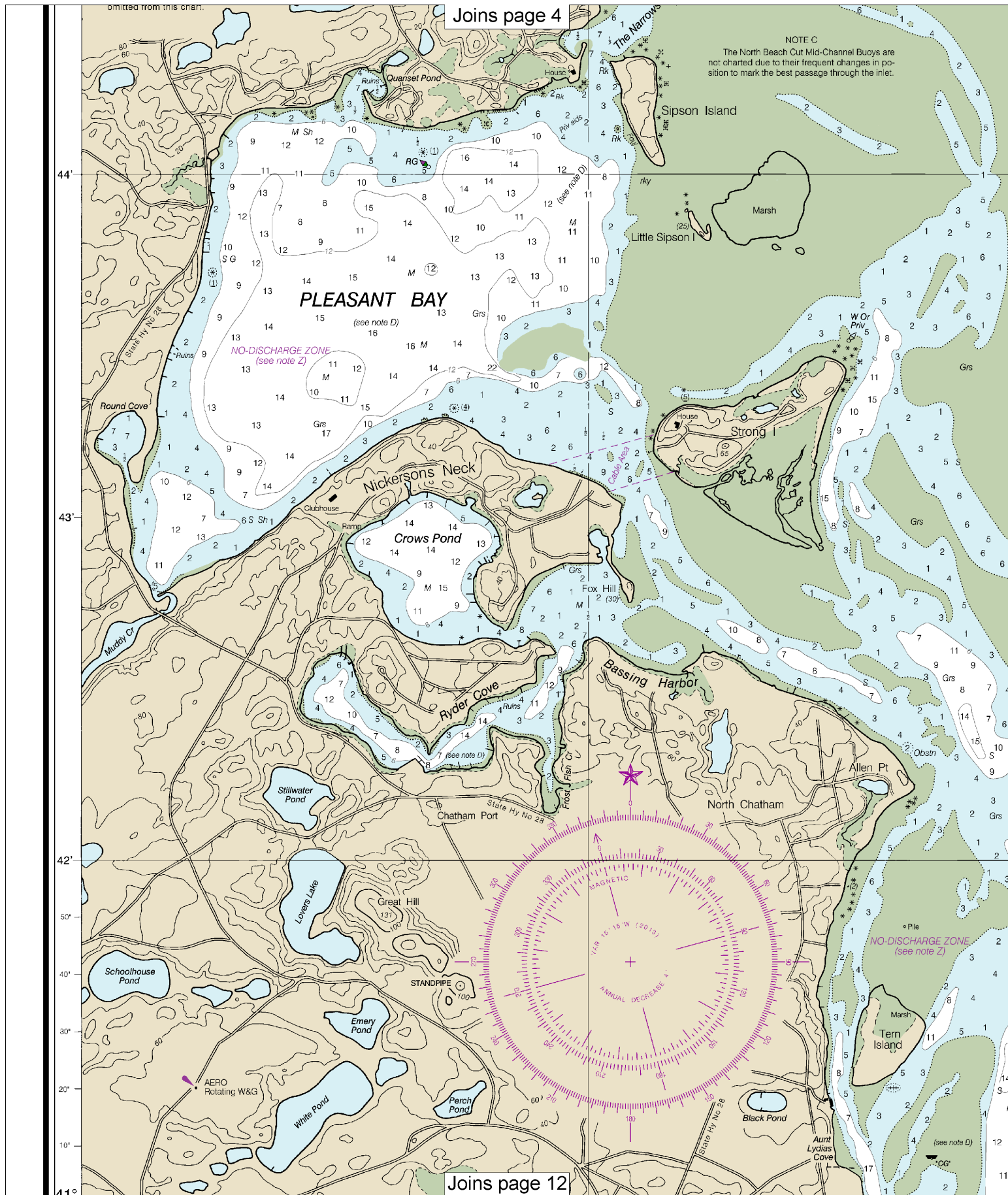
SCALE 1:20,000
Nautical Miles

See Note on page 5.





Last Correction: 11/6/2015. Cleared through:
LNM: 2516 (6/21/2016), NM: 2716 (7/2/2016), CHS: 0616 (6/24/2016)



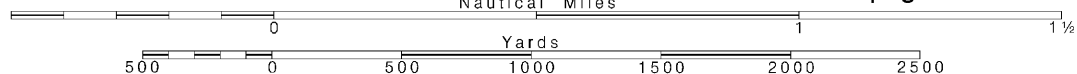
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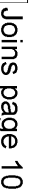
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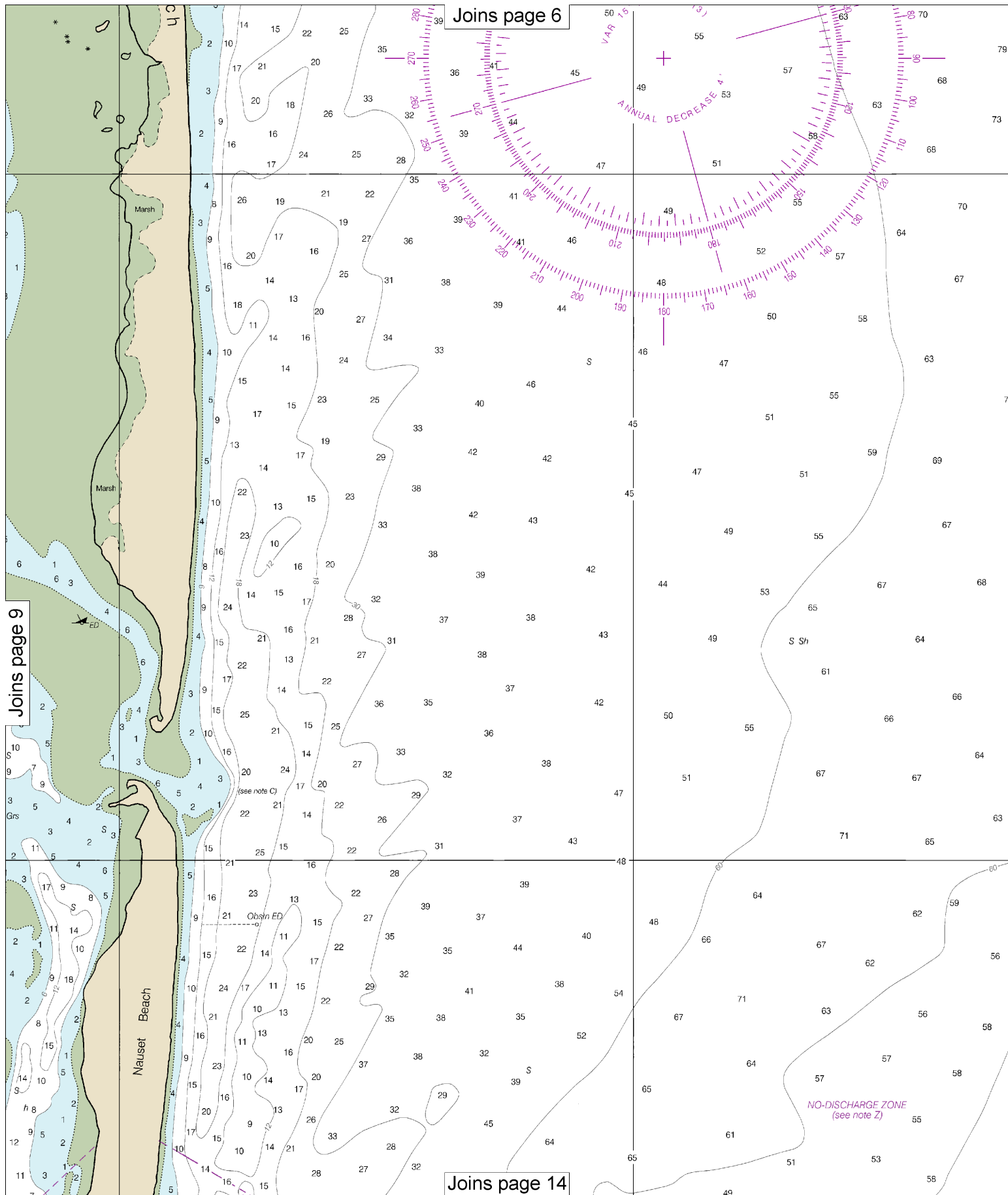
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SCALE 1:20,000
Nautical Miles

See Note on page 5.







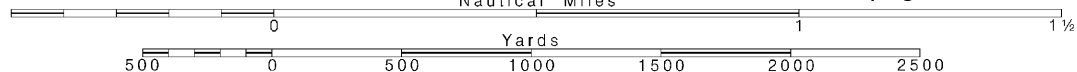
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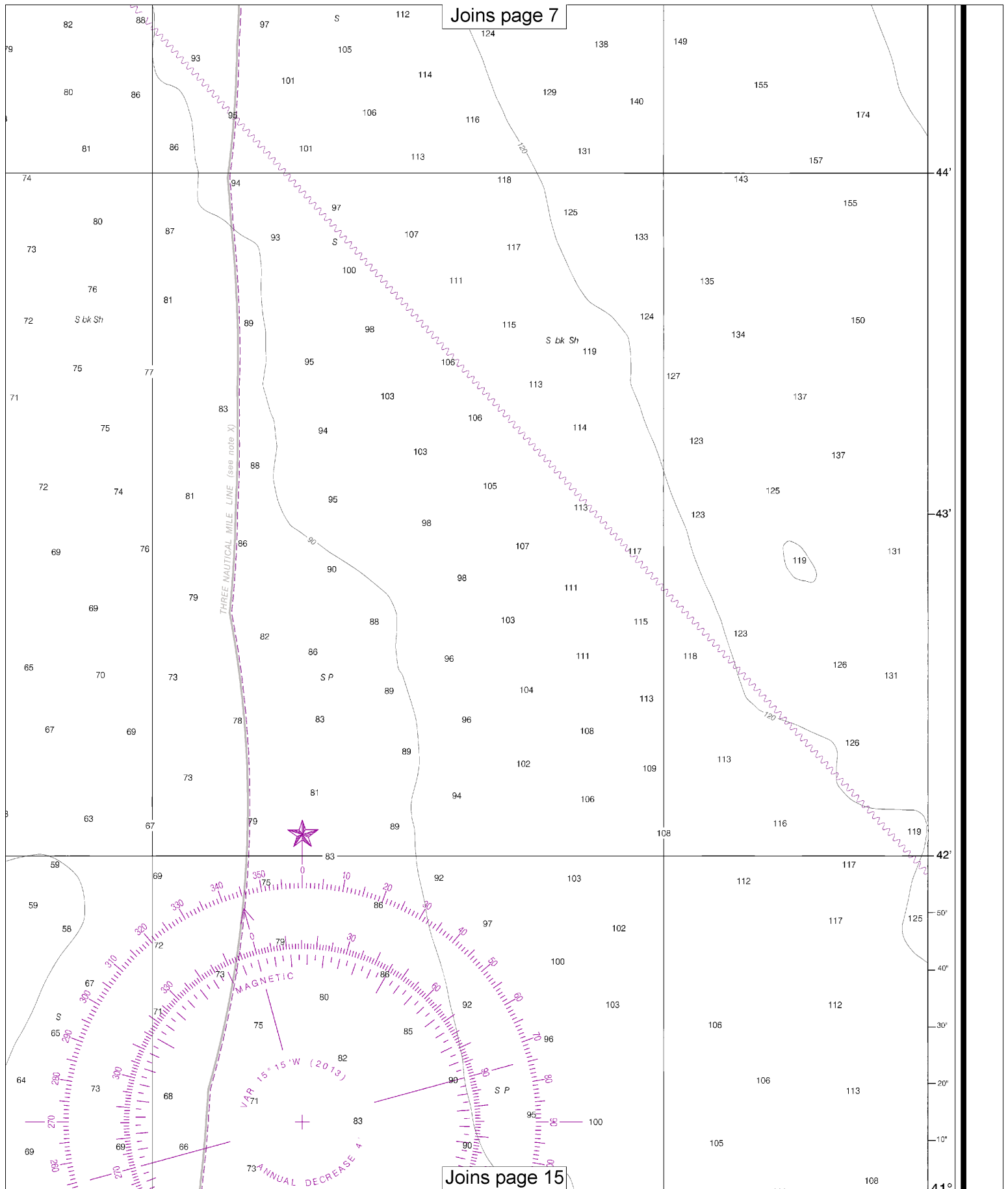
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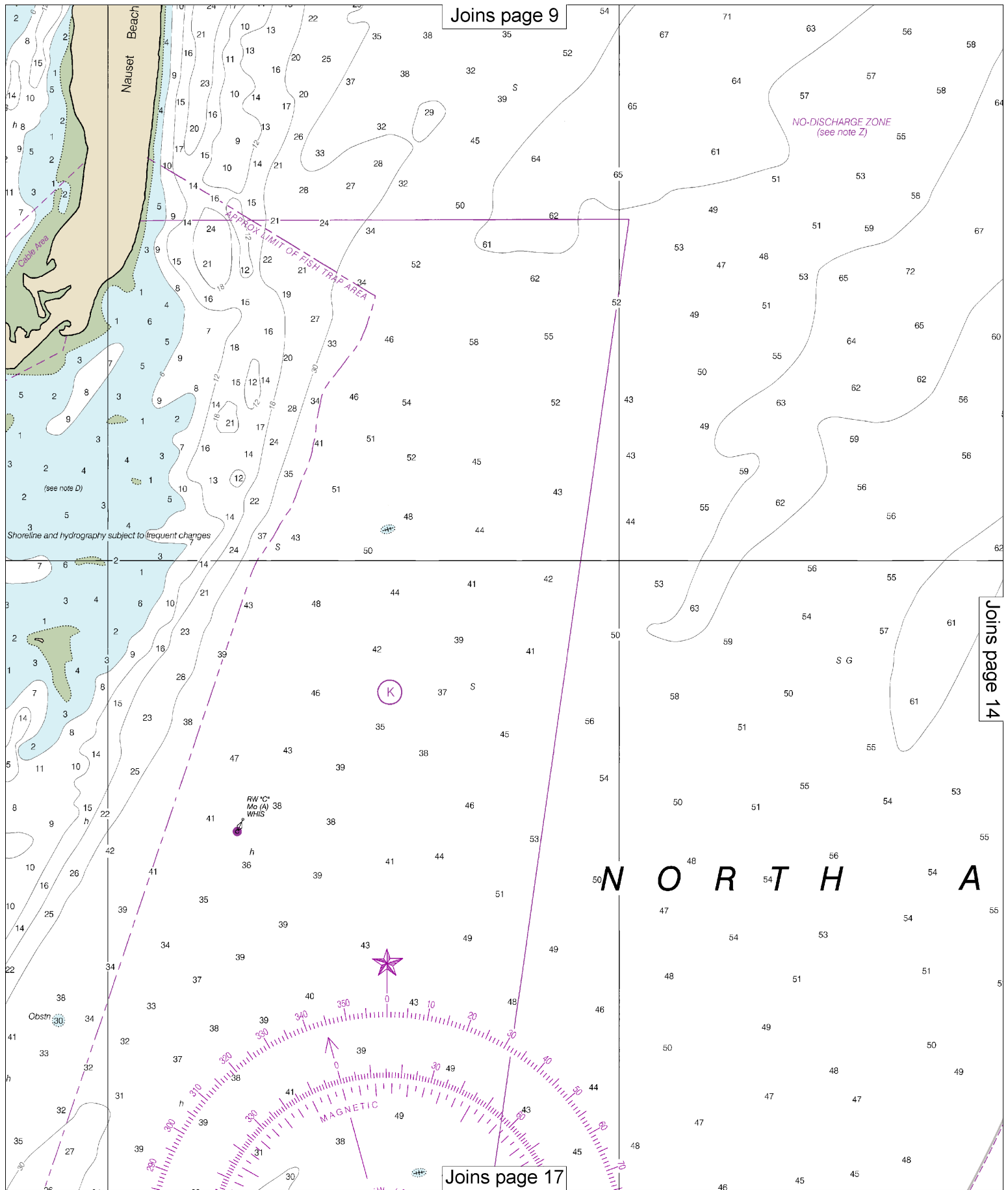
See Note on page 5.



Joins page 15



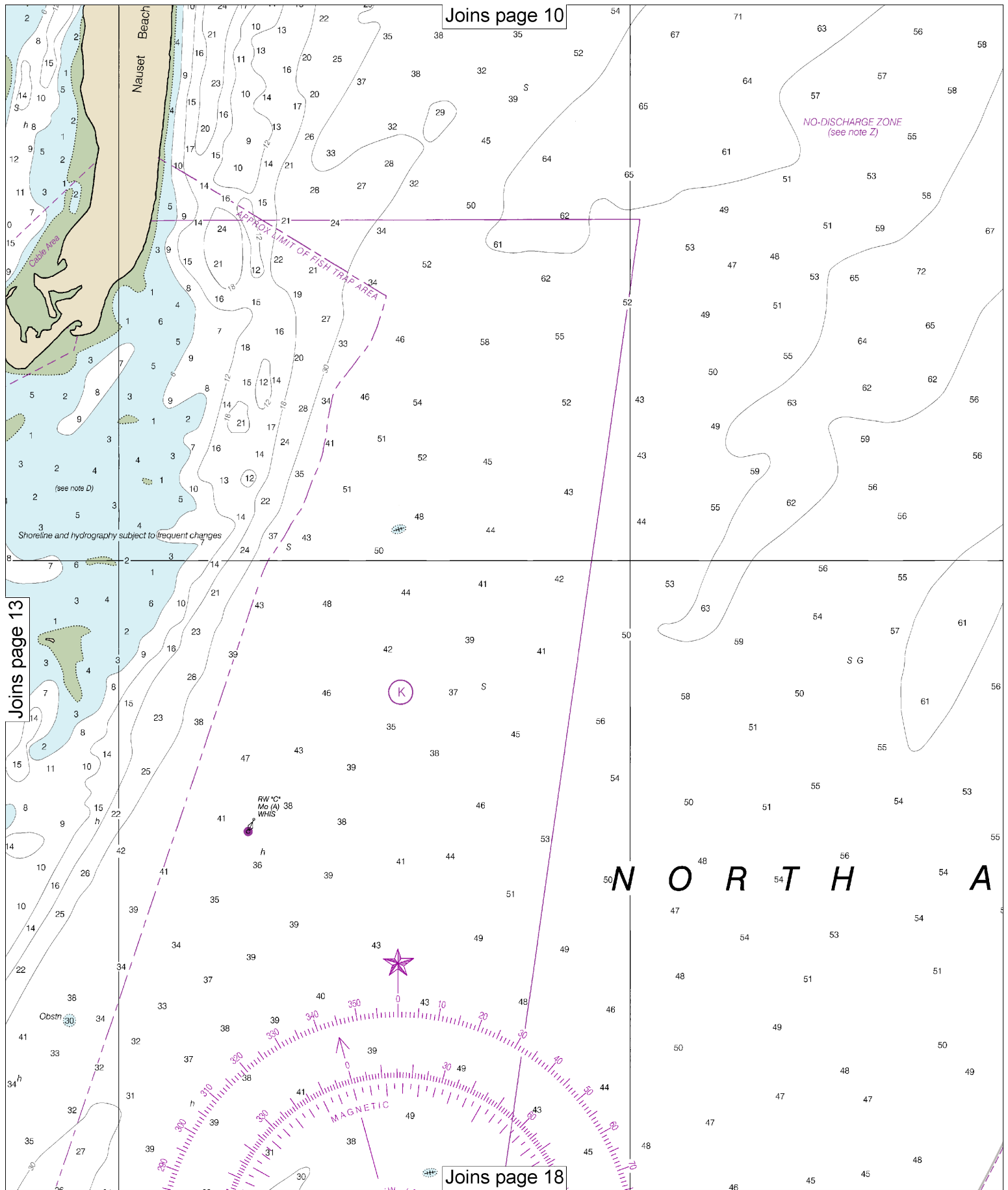




Joins page 9

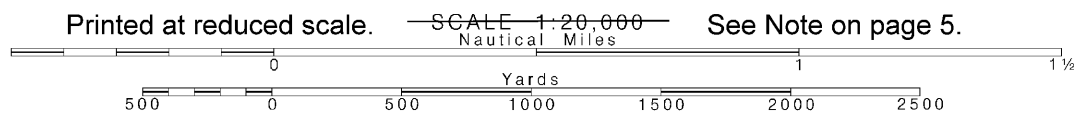
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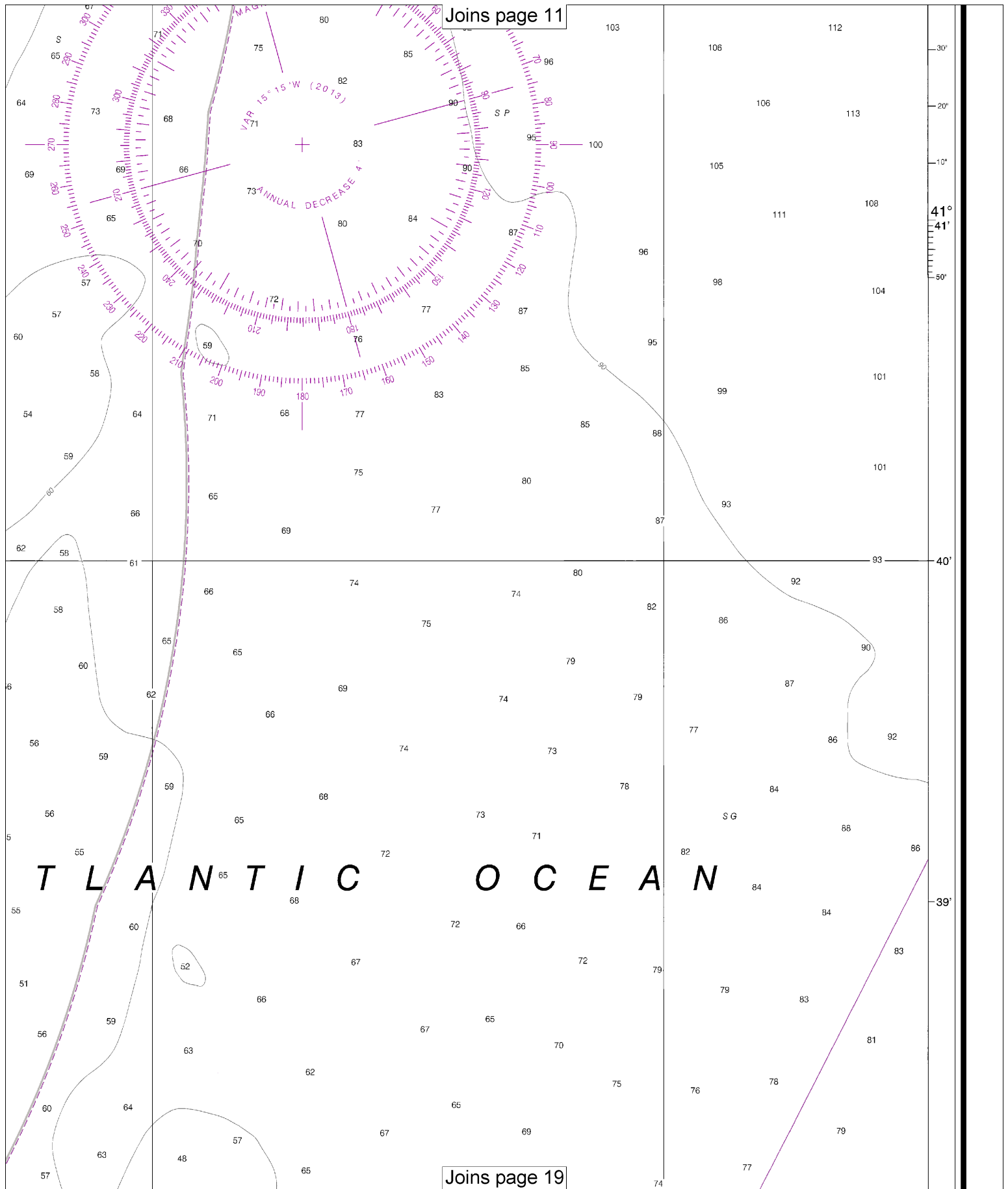
Joins page 17



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Note: Chart grid lines are aligned with true north.

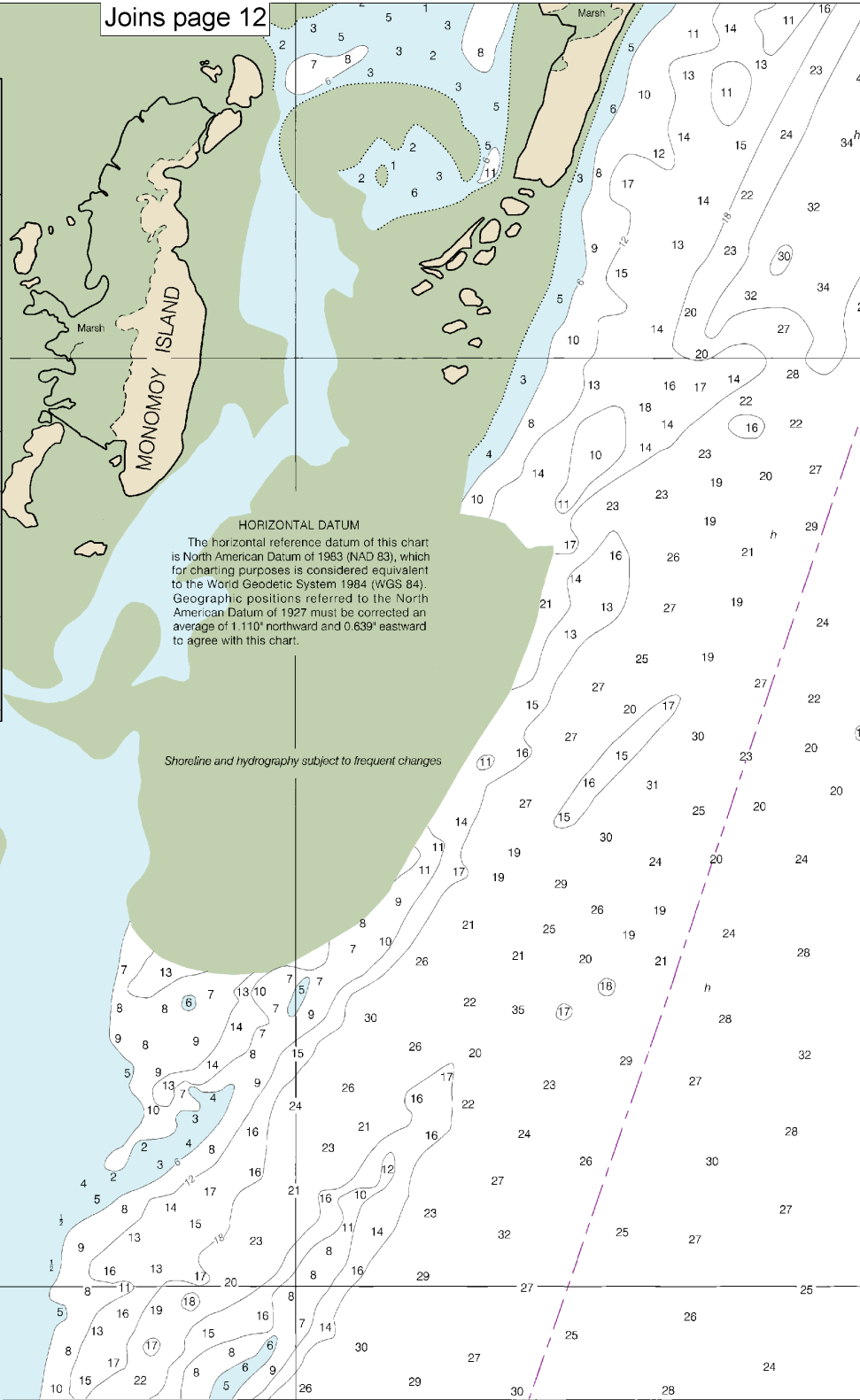
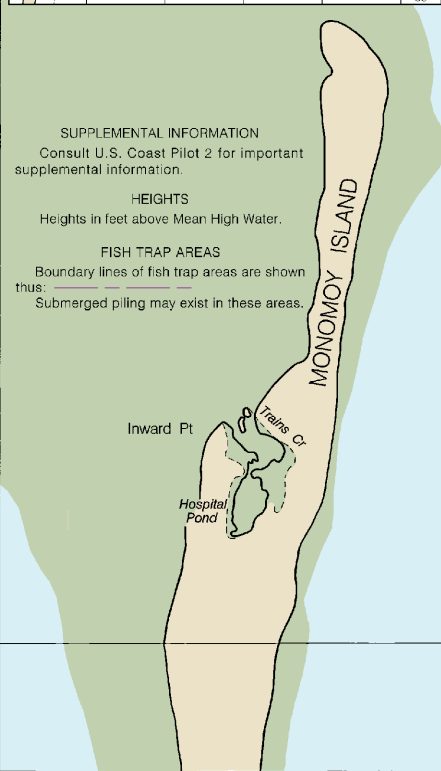
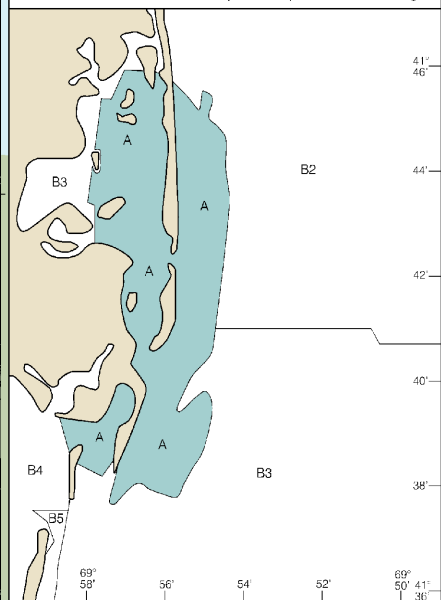




survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

Joins page 12

SOURCE		
A	1980-2007	NOS Surveys full bottom coverage
B2	1970-1989	NOS Surveys partial bottom coverage
B3	1940-1969	NOS Surveys partial bottom coverage
B4	1900-1939	NOS Surveys partial bottom coverage
B5	Pre - 1900	NOS Surveys partial bottom coverage



SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 2 for important supplemental information.

HEIGHTS
Heights in feet above Mean High Water.

FISH TRAP AREAS
Boundary lines of fish trap areas are shown thus:
Submerged piling may exist in these areas.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.110' northward and 0.639' eastward to agree with this chart.

Shoreline and hydrography subject to frequent changes

12th Ed., Oct. / 13

13248

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

Last Correction: 11/6/2015. Cleared through:
LNM: 2516 (6/21/2016), NM: 2716 (7/2/2016), CHS: 0616 (6/24/2016)

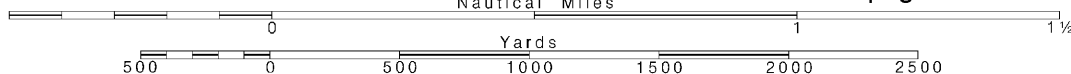
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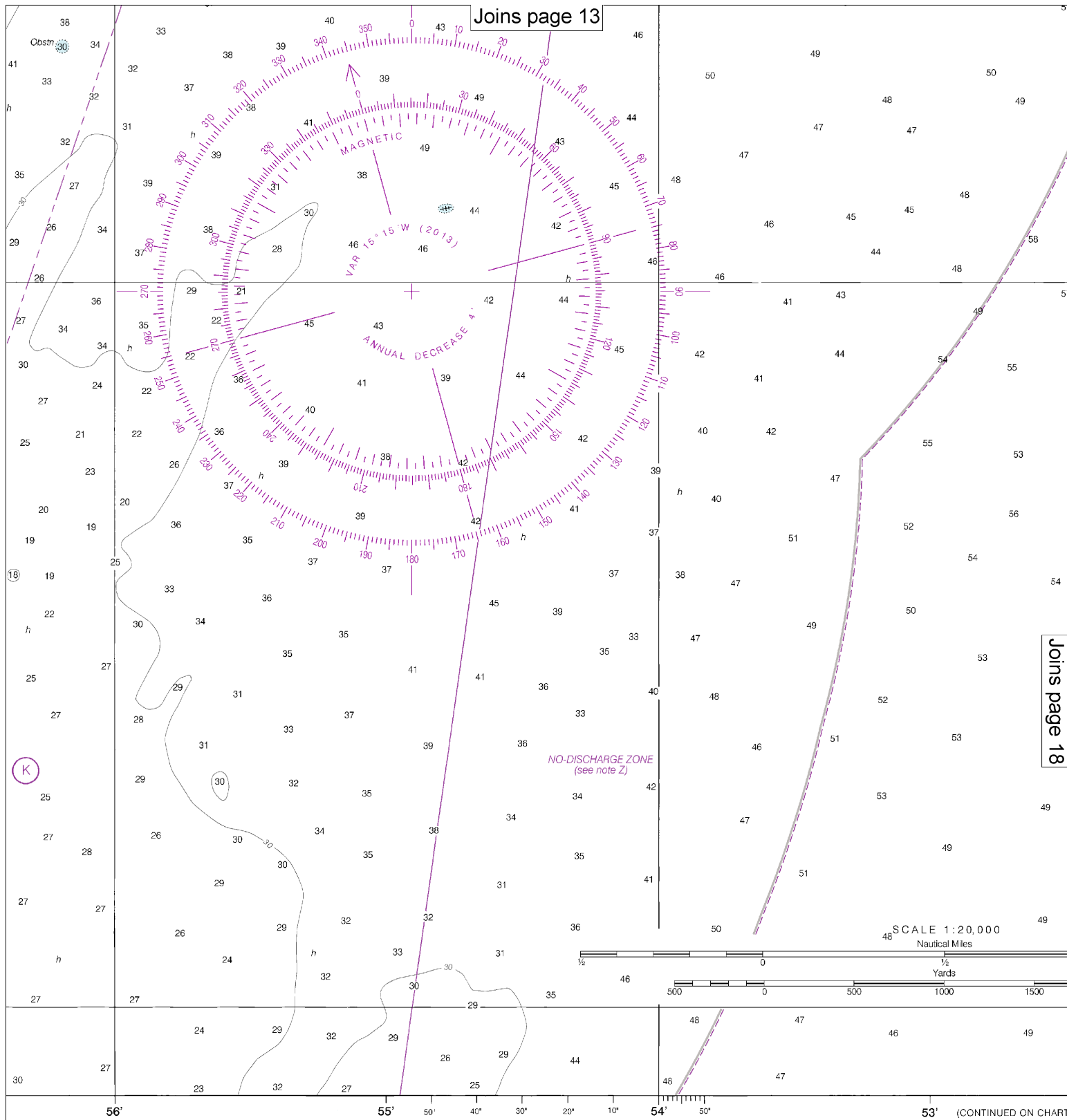
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.

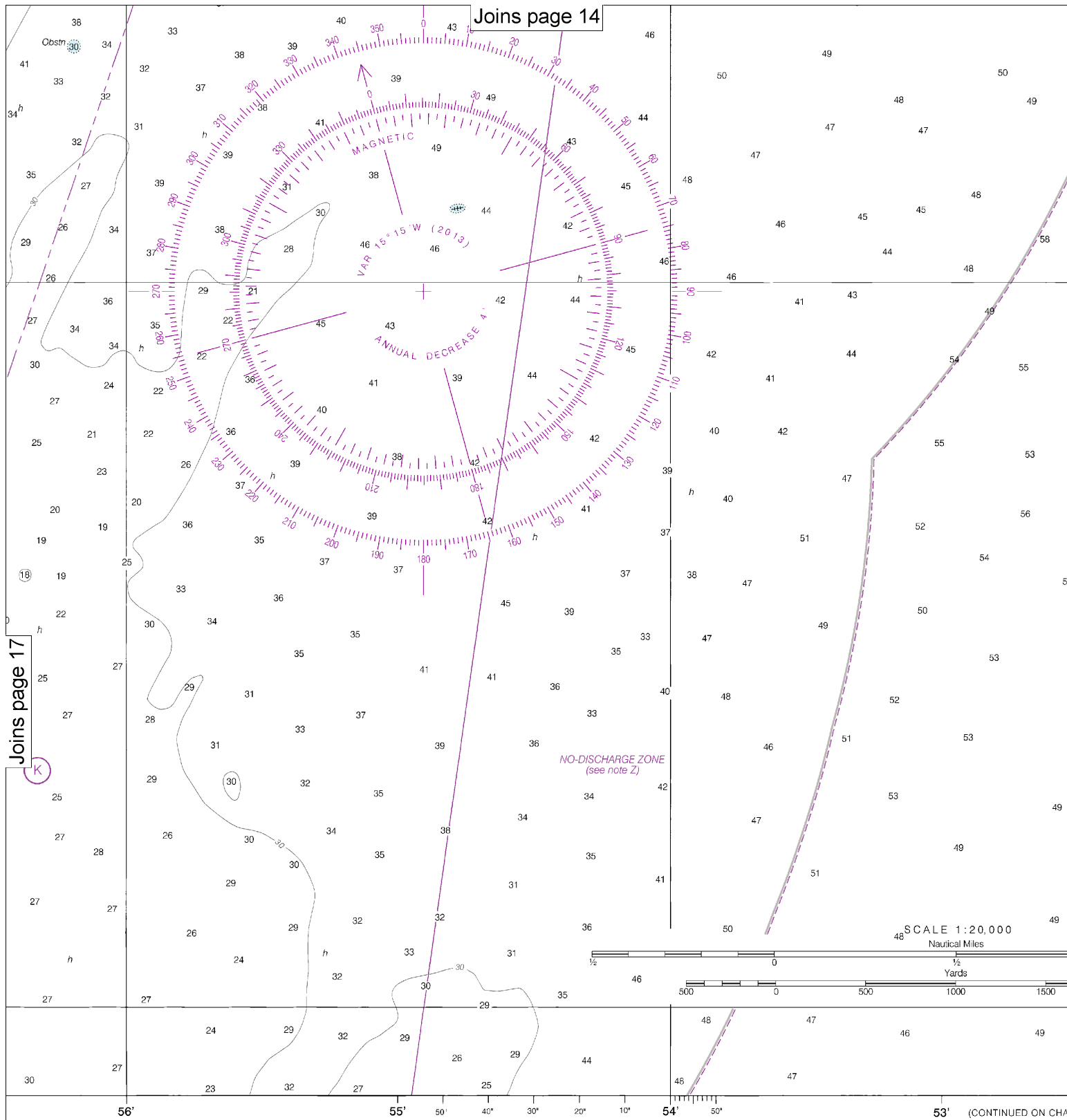




SOUNDINGS IN FEET

Published at Washington, D.C.
 U.S. DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY

FATHOMS	1	2	3
FEET	6	12	18
METERS	1	2	3



SOUNDINGS IN FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	1	2
FEET	6	12
METERS	2	3

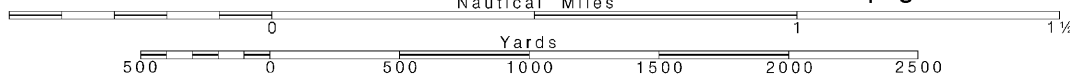
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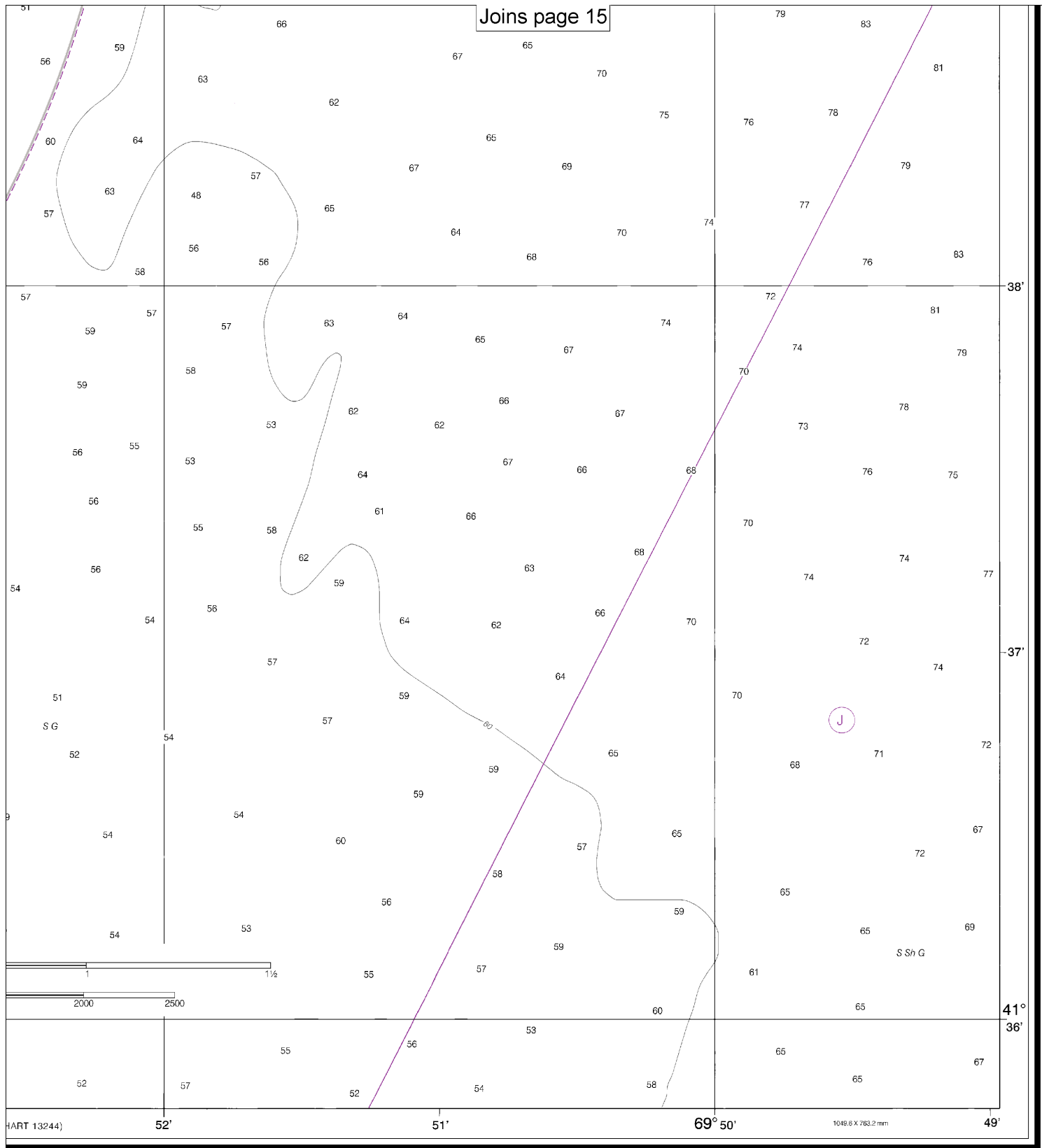
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SCALE 1:20,000
Nautical Miles

See Note on page 5.





3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
19	20	21	22	23	24	25	26	27	28	29	30	31		

Chatham Harbor and Pleasant Bay
SOUNDINGS IN FEET - SCALE 1:20,000

13248



EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.